

Message Text

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DRAFTED BY DOT/P-42:MSALLEN
APPROVED BY EUR/SOV:JWILKINSON
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OES/APT/SEP:DCRAMER (INFO)
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TAGS: TGEN, ETRN, OCON, UR

SUBJECT: US-USSR TRANSPORTATION AGREEMENT: AUTOMOBILE
TRANSPORT (05.06) DRIVER TRAINING SYMPOSIUM IN BAKU -
SEPTEMBER 27-29, 1978

REF: (A) STATE 221431 (B) STATE 216175

1. REQUEST SCIOFF PASS FOLLOWING INFORMATION TO LUK'YANOV,
MIA, AND SCST: (1) NHTSA/DOT NOW PLANS SEND 4-MAN USDEL
(LISTED IN REF. A) WHO WILL PRESENT SIX (6) PAPERS, (2)
ABSTRACTS AS GIVEN IN PARA. 2 BELOW, (3) USDEL PLANS
ARRIVE MOSCOW AT 1725 ON MONDAY, SEPTEMBER 25 VIA SU 262
FROM VIENNA, AND USDEL NOW PLANNING DEPART BAKU LATE
AFTERNOON ON SEPTEMBER 29 OR EARLY MORNING SEPTEMBER 30
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AND DEPART MOSCOW FOR FRANKFURT ON MONDAY, OCTOBER 2 VIA
SU 255 AT 1005.

2. ABSTRACTS:

"THE DRIVER LICENSE RESEARCH PROGRAM IN THE UNITED STATES"-
DR. P. ROBERT KNAFF

"THE MISSION OF THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION IS TO REDUCE HIGHWAY ACCIDENTS, INJURIES AND DEATHS. AS PART OF THE EFFORTS TO IDENTIFY THE POTENTIAL OF DRIVER LICENSING IN REDUCING ACCIDENTS, THE NHTSA INITIATED ANALYSES OF DRIVER LICENSING PRACTICES. THE RESULTS OF THIS RESEARCH POINTED TO THE NEED FOR (1) A DETAILED ANALYSIS OF THE DRIVING TASK TO DETERMINE LICENSING PROGRAM REQUIREMENTS; (2) A NEW SET OF STANDARDS TO DETERMINE AN INDIVIDUAL'S QUALIFICATIONS TO RECEIVE A DRIVER'S LICENSE; AND (3) TRAINING/REGULATORY ACTIVITIES TO UPGRADE THEIR QUALIFICATIONS.

"IN THIS PRESENTATION, RESEARCH PROGRAMS DESIGNED TO DEVELOP PRODUCTS TO BE EMPLOYED IN THE PREPARATION, LICENSING AND REGULATION OF DRIVERS WILL BE DESCRIBED. COVERAGE WILL INCLUDE THE CURRENT EMPHASIS ON THE DEVELOPMENT OF DRIVER PERFORMANCE STANDARDS DESIGNED TO IMPROVE THE SAFE OPERATION OF PASSENGER VEHICLE AND MOTORCYCLE OPERATORS. RESEARCH PLANNED FOR THE FUTURE-- INVOLVING COMMERCIAL DRIVERS, ELDERLY DRIVERS, ACCIDENT AND MOVING VIOLATION REPEATERS, AND DRIVERS WITH DISABILITIES--WILL BE DESCRIBED." END TEXT.

"INNOVATIVE LICENSING/TRAINING PROGRAMS FOR MOTORCYCLE OPERATORS" - MR. ADAM JOHNSON
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"AVAILABLE EVIDENCE INDICATES THAT UNTRAINED AND UNPREPARED MOTORCYCLE OPERATORS ARE OVER-REPRESENTED IN THE MOTORCYCLE ACCIDENT PICTURE IN THE U.S. DEVELOPMENT AND SUCCESSFUL IMPLEMENTATION OF IMPROVED LICENSING AND EDUCATIONAL PROGRAMS PROMISE A REDUCED LIKELIHOOD OF ACCIDENT INVOLVEMENT DURING THE INITIAL MONTHS OF MOTORCYCLE OPERATION.

"UTILIZING A UNIQUE PUBLIC - PRIVATE SECTOR PARTNERSHIP A THREE-PHASE APPROACH TO THE DEVELOPMENT AND EVALUATION OF PROMISING MOTORCYCLE ACCIDENT COUNTERMEASURES HAS BEEN INSTITUTED.

"PHASE - ONE, THE IDENTIFICATION OF THE CRITICAL KNOWLEDGES AND SKILLS ASSOCIATED WITH SAFE MOTORCYCLE OPERATION HAS BEEN COMPLETED.

"PHASE - TWO, THE DEVELOPMENT AND EVALUATION OF THE EFFECTIVENESS OF IMPROVED MOTORCYCLE OPERATOR LICENSE TESTING IS NOW WELL UNDERWAY WITH VERY ENCOURAGING DEMONSTRATION PROJECT STUDY RESULTS.

"PHASE - THREE, THE EVALUATION OF THE EFFECTIVENESS OF MOTORCYCLE OPERATOR EDUCATIONAL PROGRAMS IS IN ITS EARLY STAGES. THIS COMPREHENSIVE COURSE OF INSTRUCTION FOR NOVICE MOTORCYCLE OPERATOR'S HAS BEEN WIDELY ACCEPTED FROM AN ADMINISTRATIVE FEASIBILITY AND CONSUMER ACCEPTANCE POINT OF VIEW." END TEXT.

"CONSIDERATIONS IN LICENSING FOR PERSONAL DRIVING VERSUS COMMERCIAL DRIVING" - DR. B. J. CAMPBELL

"IN THE U.S., USE OF ROADWAYS BY PRIVATE VEHICLE RANKS HIGHER THAN USE FOR COMMERCIAL PURPOSES, THUS REGULATION OF THE LATTER CAN BE MORE STRINGENT. IN THE PAST, MUCH UNCLASSIFIED

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OF COMMERCIAL LICENSING DOCTRINE WAS BASED ON THE PURPOSE OF THE DRIVING (I.E., COMMERCIAL VS. PRIVATE) ('FOR HIRE' VS. PRIVATE) RATHER THAN THE TYPE OF VEHICLE TO BE DRIVEN, OR THE TYPES OF TRIPS TO BE TAKEN. IN SITUATIONS WHERE COMMERCIAL DRIVING REPRESENTS A HIGHLY PREFERRED JOB (BECAUSE OF SALARY, ETC.), MORE STRINGENT SELECTION FACTORS HAVE RESULTED IN BETTER DRIVING RECORDS. FURTHER ADVANCES CANNOT BE CONFINED ONLY TO BETTER LICENSING, BUT MUST ALSO CONSIDER VEHICLE FACTORS IN MAKING OPERATIONS SAFER.

"THIS PAPER WILL COVER EXISTING PRACTICES IN LICENSING OF BOTH TYPES, AND CITE PROMISING AREAS FOR IMPROVING THE EFFECTIVENESS OF THE PROCESS. IT WILL ALSO ADDRESS FATIGUE AS AN IMPORTANT SAFETY FACTOR, BUT ONE NOT EASILY CONTROLLABLE THROUGH LICENSING." END TEXT.

"A SAFETY-ORIENTED CURRICULUM FOR NOVICE DRIVER TRAINING" - DR. JAMES MCKNIGHT

"IN THE UNITED STATES, OVER 75 PERCENT OF ALL HIGH SCHOOL STUDENTS RECEIVE DRIVER EDUCATION. THE JUSTIFICATION FOR TEACHING DRIVER EDUCATION IN HIGH SCHOOLS IS PRIMARILY THE BELIEF THAT IT LEADS TO SAFER DRIVER THAN DOES INSTRUCTION RECEIVED FROM PARENTS OR COMMERCIAL DRIVING SCHOOLS.

"IN MOST SCHOOLS, THE VALUE OF DRIVER EDUCATION AS A SAFETY MEASURE HAS BEEN HAMPERED BY (1) THE FAILURE OF TEACHERS TO ACCEPT SAFETY AS THE PRIMARY GOAL, (2) LACK OF TEACHERS QUALIFIED TO PROVIDE SAFETY-ORIENTED INSTRUCTION, AND (3) THE LACK OF MATERIALS NEEDED TO SUPPORT SAFETY-ORIENTED INSTRUCTION UNCLASSIFIED

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"IN THE LATE 1960S, THE U.S. DEPARTMENT OF TRANSPORTATION BEGAN A LONG-RANGE PROGRAM TO IMPROVE THE QUALITY OF DRIVER EDUCATION. THIS PROGRAM INCLUDED: (1) ANALYSIS OF THE DRIVER TASKS TO IDENTIFY SAFE DRIVING BEHAVIORS, (2) FORMULATION OF TRAINING OBJECTIVES BASED UPON THESE BEHAVIORS, (3) DEVELOPMENT OF DRIVER EDUCATION CURRICULUM TO MEET THESE OBJECTIVES, AND TESTS TO MEASURE ATTAINMENT OF OBJECTIVES, DEVELOPMENT OF A PROGRAM TO ENABLE DRIVER EDUCATORS TO TEACH THE CURRICULUM, AND FINALLY, EVALUATION OF THE CURRICULUM FOR ITS ACCIDENT REDUCTION POTENTIAL. THIS PAPER REVIEWS EACH ELEMENT OF THIS PROGRAM DISCUSSING IN DETAIL THE CONTENT METHODS AND MATERIAL OF THE SAFETY-ORIENTED CURRICULUM." END TEXT.

"THE PROBLEM DRIVER AND HIS TREATMENT" - AUTHOR: DR. MARK EDWARDS

"THE MOST PROBABLE CHARACTERISTIC OF THE PROBLEM DRIVER, FROM THE STANDPOINT OF ACCIDENT INVOLVEMENT, IS HIS YOUTH. LICENSED DRIVERS BETWEEN THE AGES OF 16 AND 24 YEARS CONSTITUTED ALMOST 22 PERCENT OF THE DRIVING POPULATION AT LARGE, BUT ARE INVOLVED IN APPROXIMATELY 33 PERCENT OF ALL ACCIDENTS AND 36 PERCENT OF ALL FATAL ACCIDENTS. ANY EFFORT DIRECTED TOWARD THIS GROUP OF DRIVERS MUST TAKE INTO CONSIDERATION THE IMPLICATIONS OF THESE FACTS.

"NUMEROUS RESEARCH EFFORTS HAVE BEEN UNDERTAKEN WITH THE GOAL OF IDENTIFYING SPECIFIC CHARACTERISTICS OF PROBLEM DRIVERS WHICH CAN BE CAUSALLY RELATED TO ACCIDENT INVOLVEMENT. THE MAJORITY OF THESE EFFORTS TO DATE, HOWEVER, HAVE FAILED TO UNCOVER ANY SUCH SIGNIFICANT CAUSATIVE AGENTS. GIVEN THIS LACK OF SPECIFIC ANTIDOTES, THE TREATMENT OF THE PROBLEM DRIVER HAS

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EVOLVED ALONG SOMEWHAT NON-SPECIFIC LINES. APPROACHES PRESENTLY IN USE INCLUDE: (1) RESTRICTION OF DRIVING; (2) SUSPENSION OF DRIVING; AND (3) REMEDIAL TRAINING. OF THESE, REMEDIAL TRAINING IS THE MOST UTILIZED, ALTHOUGH POSSIBLY NOT THE MOST EFFECTIVE.

"THIS PRESENTATION WILL HIGHLIGHT SELECTED PAST, CURRENT,

AND PLANNED ACTIVITIES IN THIS AREA." END TEXT

"DRIVER TRAINING SIMULATION: A STATE-OF-THE-ART REPORT"-
MR. ORAL R. EVANS, AUTHOR

"ANY SYSTEMATIC EXAMINATION OF THE TOPICS AND GOALS OF
TRAINING VEHICLE OPERATORS REVEALS THAT CURRENT
TECHNOLOGY CAN BE UTILIZED TO: (1) IMPROVE THE RATE
OF LEARNING, (2) INCREASE THE BREADTH AND DEPTH OF
WHAT IS LEARNED, (3) LOWER THE COSTS OF TRAINING,
(4) REDUCE THE HAZARDS TO THE LEARNER, AND (5) PROVIDE
ADDITIONAL, OBJECTIVE INFORMATION ON THE EFFECTIVENESS
OF TRAINING ON THE INDIVIDUAL.

"THIS PRESENTATION WILL COVER THE HISTORY, DEVELOPMENT,
AND CURRENT STATE OF THE TECHNOLOGICAL ART IN
SIMULATORS AND RELATED DEVICES, IN TERMS OF THE SKILLS
TO BE LEARNED AND THE HARDWARE SYSTEMS DEVELOPED TO
TEACH THEM. AUDIO-VISUAL MATERIALS TO BE USED IN
CONJUNCTION WITH THESE SYSTEMS WILL ALSO BE DISCUSSED."
END TEXT. CHRISTOPHER

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